

Rail Strategy 1 would not include a buffer along its edges. Lonyo and Central would remain as they are today. There is no mitigation expected by the railroads of any potential nuisance/impact, i.e., no paving of the terminal surface, nor sound-attenuating walls.

No federal funds will be used for terminal development in Rail Strategy 1. State funds may be used for terminal development within the Limited Terminal District but not for roadway improvement. Private funds will be used for terminal development within the LTD. Total rail and truck terminal development and operating costs in the Greater Detroit Area are expected to be greater because of the longer travel distances overall with this limited terminal development compared to consolidation in a single terminal as proposed in Rail Strategy 3, discussed later.

2.1.2 Rail Strategy 2 – Limited Terminal District Development

This proposal has been modified from one presented early in the project in that about 45 acres have been added to serve Gate A activity (Figure 2-3). John Kronk would remain a local street and not become part of the terminal.

Federal investment is expected in Rail Strategy 2, whereas none is anticipated in RS 1. This limited consolidation will lessen travel and increase capacity of the terminal thereby improving operations. Rail activity will increase by about one-third over the Baseline and so will truck traffic (Table 2-1).

2.1.3 Rail Strategy 3 – Terminal District Development on Existing Railroad and Additional Adjacent Property

This option calls for expanding the Terminal District by several hundred acres. While about 675 acres of additional land had been identified earlier in the project, (i.e., area within dotted line on Figure 2-4), more detailed analysis has limited this possible expansion to about 340 acres, for a total of 840 acres in Rail Strategy 3 (i.e., area inside green line on Figure 2-4).

This terminal concept would be served by six gates instead of nine originally contemplated because Gates C and D are combined at the location of Gate C (i.e., Gate D is eliminated); Gates F and G are combined at Gate G (i.e., Gate F is eliminated); and, Gates H and I are combined at Gate I (i.e., Gate H is eliminated). Gates A, B, and E remain as they were proposed at the outset of this project. Daily truck traffic in 2025 is forecast to be almost 16,000 movements (ins/outs) reflecting the larger terminal and its increased efficiency and capacity (Table 2-1).

Rail Strategy 3 will be a complex of intermodal terminal facilities operated by individual firms and using a number of different technologies, including Trailer on Flat Car (TOFC), Container on Flat Car (COFC), Double Stack (DST), RoadRailer, and Iron Highway. The facility would be designed to make it convertible from one technology to another. Each of the terminals would have a separate entrance from the street system. The terminal would be a large roadway and paved parking area bisected by rail tracks. Buildings will occupy a relatively small portion of the facility (refer to Figure 1-2). The terminal will be well lighted and surrounded by a fence. A “buffer” road would be placed along the north perimeter of the terminal (Figure 2-5). This new road would be placed inside 120 feet of right-of-way which will include a significant amount (60 feet ±) of landscaped/bermed buffer to separate the adjacent area and the terminal or it could include a sound wall (Figure 2-6). John Kronk Street would become an internal-terminal road. Lonyo and Central would be grade separated from the rail lines in the terminal area. And, the truck-only road would serve Rail Strategy 3.

2.2 Evaluation of Roadway Alternatives

Roadway improvements cited on Table 2-2 were tested to accommodate Rail Strategies 2 and 3. The improvements associated with Rail Strategy 2 could cost between \$85 and \$95 million, if they were all built. Rail Strategy 3 roadway improvements could total \$130 to \$140 million, if a decision were made to construct all of them. A discussion of these concepts is provided in Chapter 3 along with an

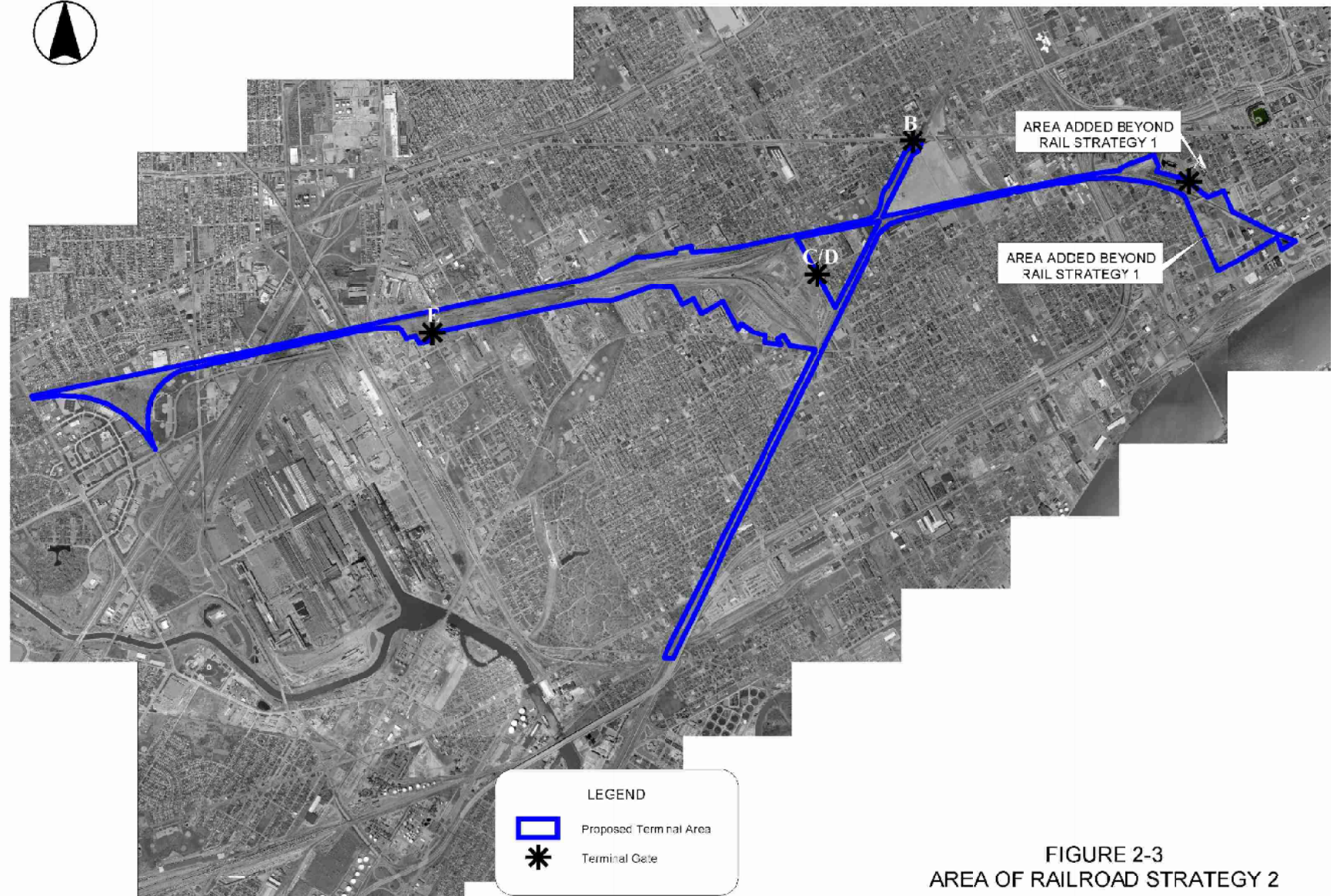
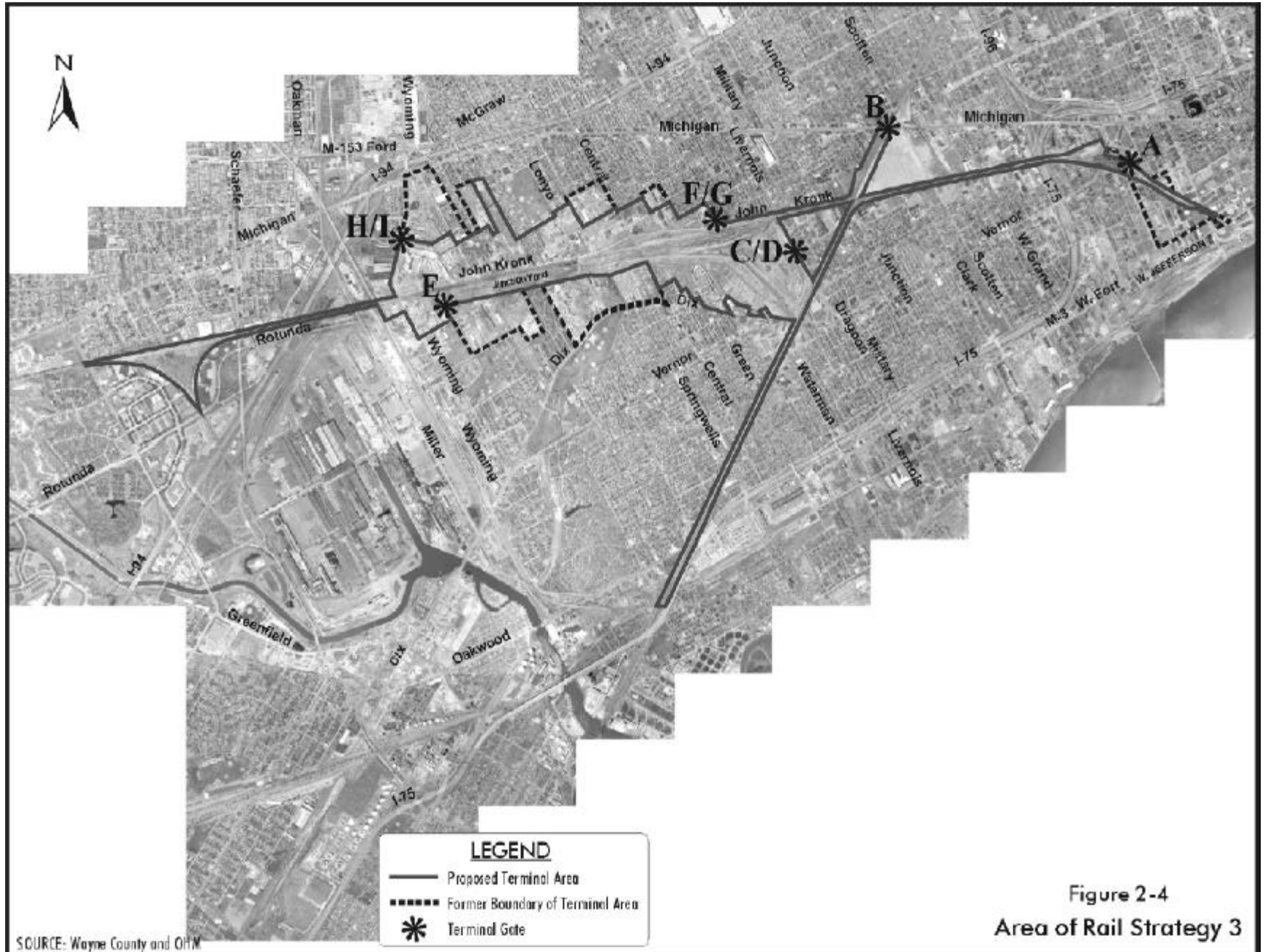


FIGURE 2-3
AREA OF RAILROAD STRATEGY 2

Source: Wayne County and The Corradino Group of Michigan, Inc.



SOURCE: Wayne County and OHM
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